



City of Richmond

Report to Committee

To: General Purposes Committee

Date: March 30, 2016


From: Victor Wei, P. Eng.
Director, Transportation

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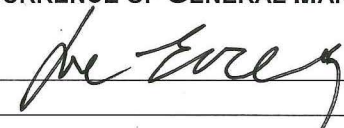
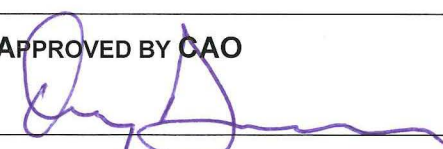
Re: Federal Funding for Mayors' Council's 10-Year Plan for Regional
Transportation Investments Shovel-Ready Projects

Staff Recommendation

That the staff report titled "Federal Funding for Mayors' Council's 10-Year Plan for Regional Transportation Investments Shovel-Ready Projects" dated March 30, 2016 from the Director of Transportation be received for information.


Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW
APPROVED BY CAO 	

Staff Report

Origin

On March 22, 2016 the Federal Minister of Finance Bill Morneau tabled the Federal Government's 2016 budget, *Growing The Middle Class* (the Budget) which is described by the Federal Government as a plan intended to take important steps to revitalize the Canadian economy and lay the groundwork for economic growth as well as deliver changes to the middle class.

As part of this Budget, \$370 million is committed to fund "shovel-ready" projects from the Mayors Council 10-Year Plan for Regional Transportation Investments in Metro Vancouver region.

This report presents an overview of the Budget's New Infrastructure Plan and funding allocated for these "shovel-ready" projects and the expected upcoming process to secure further federal funding towards the remaining components of the Mayors' 10-Year Plan.

Analysis

The 2016 Budget has assigned \$11.9 billion to overall infrastructure investment over the next five years, divided between public transit, social housing and green initiatives. To improve and expand public transit systems across Canada, the Budget proposes to invest \$3.4 billion nationwide in public transit over three years.

Canada's New Public Transit Infrastructure Fund

The Government's infrastructure plan proposes to upgrade and improve public transit systems across Canada, starting in 2016-17. Funding is to be provided through a new Public Transit Infrastructure Fund.

The Budget will allocate transit funding under the program to the provinces based on ridership level. BC's proportionate share (13.63%) of the allocated \$3.4 billion dollars over three years is \$460.5 million. This includes \$370 million for public transit projects in Metro Vancouver region.

Budget 2016 does not provide details on the specific projects, but rather lists the following as potential candidate projects:

- Upgrades to subway tracks, bridges, signals and switches for the Montreal Metro;
- Fleet replacement, including the purchase of new subway cars, low-floor buses, and street cars by the Toronto Transit Commission; and
- Accelerated design, implementation and construction work for new large-scale projects, such as new light rail transit lines in Greater Vancouver and Ottawa.

Mayors' Council 10-Year Regional Transportation Investment Plan

On June 12, 2014, the Mayors' Council on Regional Transportation (Mayor's Council) approved *Regional Transportation Investments: A Vision for Metro Vancouver*, which outlined a plan for transportation improvements for the region as well as an investment and implementation plan for the next 10 years (the Plan). The overall summary of projects for the region identified for the next ten years of investments are illustrated in Attachment 1 which is an excerpt from the above 2014 Plan. The costs of the projects are now being updated to reflect inflation and new information resulted from more detailed technical assessment of project scope.

The major transit components of the 10-Year Plan for the region are:

- A new rapid transit line along Vancouver's Broadway corridor from VCC-Clark to Arbutus Street.
- Three new light rapid transit lines in Surrey and the Langleys that will be phased in along 104th Avenue, King George Boulevard and Fraser Highway
- Upgrades to existing rapid transit lines including Canada Line
- New and upgraded transit exchange facilities
- 11 new B-Line rapid bus service
- Region-wide transit service improvements, including frequent bus and SeaBus services, new bus coverage areas and additional NightBus and HandyDART service hours.

The Federal Budget indicates the initial \$370 million for upgrades and improved public transit in Metro Vancouver as a down payment. With this initial funding, it is anticipated that the work on implementing the Mayors' Council "shovel ready" projects identified in the Plan can begin immediately. While the details of the "shovel ready" projects will still need to be determined and approved by the Mayors' Council, potential Richmond related projects may include:

- Canada Line capacity improvements
- Initial planning for new rapid bus service to Metrotown
- Bus service expansion
- Road, cycling and pedestrian improvements

In addition to the new funding announced in Budget 2016, the Government has committed to contribute up to 50% of funding of transit project construction costs, replacing the current one-third model. Additional Federal spending commitments will be required to fund the remaining 10-Year Plan Improvements. This will necessitate further discussions with the Federal Government and future submissions to the Federal funding programs by TransLink/Mayors' Council.

Staff will continue to liaise with Translink staff regarding transit service in Richmond and more specifically the allocation of the \$370 million Federal funding towards the short term items identified above.

Financial Impact

None.

Conclusion

The initial \$370 million funding is a significantly positive step towards securing the necessary senior government funding to implement the Mayors' Council 10-Year Transit and Transportation Plan. Staff will continue to work with staff of Mayors' Council and TransLink to determine the details of the "Shovel Ready" projects, especially for Richmond, and help pursue further senior government funding to achieve full implementation of the 10-Year Plan. The outcome of this work will be reported further to Council.



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Att. 1: Mayors' Council Regional Transportation Investments (2014) - Summary of Investments

Attachment 1

REGIONAL TRANSPORTATION INVESTMENTS

DERIVING THE VISION: TIMING AND COST

Table 2: SUMMARY OF INVESTMENTS AND ANNUALIZED NET COST

INVESTMENT AREA	DESCRIPTION	ESTIMATED ANNUALIZED NET COST TO THE REGION (2015 \$)
TRANSIT		
B-Line or Better Investment	11 B-Lines	\$28 million
Other Bus Transit Service	Approx. 25% service hour increase over today, including more frequent bus and SeaBus service, new coverage areas, and additional HandyDART and NightBus service; new depot to serve bus fleet growth (including B-Lines)	\$59 million
Transit Facilities	13 new facilities to support expanded transit service	\$4 million
Upgrades to Existing Rapid Transit	Fleet, station, and system upgrades for Expo, Millennium, and Canada Lines and West Coast Express	\$75 million
Surrey Rapid Transit	LRT: 104 Avenue and King George Boulevard	\$83 million
	LRT: Fraser Highway	
Broadway Rapid Transit	Rapid transit along Vancouver's Broadway corridor to Arbutus	\$43 million
ROAD INVESTMENT		
Pattullo Bridge	Replacement of Pattullo Bridge	Cost of Pattullo replacement is offset by user fees and provincial contribution to debt service cost
Major Road Network (MRN)	Capital for minor MRN upgrades, allowance for MRN additions, increased funding for operations, maintenance and rehabilitation	\$36 million
CYCLING	Program funding for cycling routes and bicycle parking	\$13 million
WALKING ACCESS TO TRANSIT	Funding to support pedestrian access to transit	\$3 million
SYSTEM MANAGEMENT	Expanded demand management programs (e.g. information, incentives, and integrated payments)	\$11 million
	Investment in transit priority (e.g. B-Line or Better)	\$7 million

Note: New regional funding would respond to the net costs of operating and financing new investments — after accounting for partner government contributions and user revenues (fares, tolls). Estimated annualized net cost to the region is the approximate amount of additional annual revenue ultimately required to deliver, operate, and maintain each project or category of investment. The figure reflects annual costs following full implementation of each project/program. Total revenue requirements include other costs associated with an expanding and aging system, for example additional costs associated with maintaining the system in a state of good repair.